Rear Admiral Crowninshield May Fe Transferred.

TO COMMAND EUROPEAN STATION

Admiral Taylor His Possible Successor in Department.

PRESIDENT IS INTERESTED

Next to the Schley court of inquiry, the most interesting topic of discussion in naval circles at present is the reported purpose of the President and Secretary Long to assign Rear Admiral A. S. Crowninshield, now chief of the bureau of navigation, to the command of the newly organized European station, and to appoint Rear Admiral Henry C. Taylor to be chief of the bureau

Secretary Long was seen by a Star reporter this morning with respect to the report, but the Secretary refused to discuss it except to say that "The matter had not been settled."

Enough was learned, however, in other quarters, usually well informed in such matters, to show that there is a good basis for the report. One reason why the changes are not officially announced is that even it finally determined upon they will hot take effect for over a month yet.

All sorts of gossip are current in regard to the matter. One story is that President Roosevelt is personally interested in the detachment of Admiral Crowninshield from his present position. They are well acquainted with each other and were frequently brought into close official contact when the President was assistant secretary of the navy. It is reported that they dif-fered widely on important questions of ad-ministration in connection with naval preparations for the Spanish war.

Differed Over the Oregon.

One of the chief of these relates to the battle ship Oregon. That vessel was then on the Pacific station, and Assistant Secretary Roosevelt thought it advisable to bring her around to the Atlantic to assist in the operations against the Spanish fleet. It is reported that Admiral Crowninshield op-posed the plan, and that it was only after Secretary Long joined with Mr. Roosevelt that the order was given. As is well known, the Oregon made a voyage around the Horn and took a leading part in the destruction of Cervera's fleet.

Admiral Crowninshield is now in the fifth year of his administration as head of the navigation bureau. It is said that his original appointment was made on the personal recommendation of Senator Platt of New

Taylor Originally Chosen. Rear Admiral Taylor was Secretary

Long's choice for the office, but he declined it, preferring more active service at sea, in view of the prospects of trouble with Spain. The result was that he was able to contribute to the great naval victory at Santiago as commander of the battle ship Inthis city as a member of the general board. of which Admiral Dewey is the president. to a short time ago he was president of the Naval War College at Newport.

Although a native of this city he was appointed to the navy from Ohio. He is one

of the ablest and most progressive officers of the navy, and is said to be specially qualified for the duties of chief of the navigation bureau. His personal acquaintance would assure a harmonious administration. The European station is regarded as one st desirable assignments in the navy. More than usual interest attaches to it at this time for the reason that the vessels of the squadron will participate in onles attending the coronation of King Edward VII next year. The government intends to make a notable display on that occasion, and the American fleet will be composed of the best representative ships in the navy.

Formidable Fleet.

Admiral Dewey's flagship, the Olympia, will be the flagship of the European squadron and will probably have as consorts the battle ships Kearsarge, Illinois and Alabama, and possibly the cruisers Brooklyn and New York. The fleet at present is composed of the flagship Chicago, the cruiser Albany and the gunboat Nashville. Of these the Chicago will probably be dctached within the next few months for the purpose of bringing home Rear Ad-B. J. Cromwell, the present commander-in-chief of the station, who will e retired for age next February. Admiral Cromwell succeeded Rear Ad-

miral Schley in command of the South At-lantic station, but had been on that station only a few weeks when he was ordered to take the Chicago to Europe and assume command of that station.

Admiral Crowninshield has three years

more to serve before his retirement, and if he were to serve his full term as chief of the bureau of navigation would retire is said that the plan of giving him

command of the European station is intended as a compliment, in order that he may round out his naval career as a flag commander. In case this assignment is it does not necessarily follow that the original plan of having Admiral Dewey repre-sent the American navy at the king's coronation will be abandoned. It will be an asy matter for the President to designate Admiral Dewey to represent the navy on that occasion, and at the same time designate Gen. Miles or some other high ranking officer as a special representative of the

ATTORNEY DUVALL'S REPORT.

Annual Statement Covering the Work of His Office. Andrew B. Duyall, attorney for the Dis

trict, submitted his annual report to the District Commissioners late this afternoon. The report details at great length the work of the attorney's office, and recounts all of the legal actions in which the District is involved or interested. It shows that during the year damage suits were instituted against the District to the amount of \$107,-054, all of which are now pending.

Mr. Duvall refers to the new code, which will go into effect Janualy 1, 1902, and comments interestingly upon it, and also ipon the recent street extension decision Supreme Court of the United States. Mr. Duvall appends the report of his assistant, Mr. James L. Pugh, jr., showing that there were 13.935 cases tried on the District side of the Police Court during the year and \$40,605.61 collected as fines. He fully concurs in Mr. Pugh's suggestion con-cerning the necessity of providing better accommodations for the Police Court.

VISITED ARSENAL GROUNDS.

They Are Included in General Scheme

of Park Commission. The old arsenal grounds at the foot of 4th street, now occupied by the engineer school of application, were visited yesterday afternoon b ytwo distinguished parties. One was composed of Secretary Root, Gen. Gillespie, chief of engineers, and Col. Parker of the adjutant general's department. The other party, which made its visit later in the afternoon, was composed of the members of the park commission. The two visits were entirely distinct. Maj. Black, commanding the station, did the

honors of host on both occasions. The reservation is included in the gen-eral scheme of the park commission for a boulevard on Delaware avenue from the Capitol grounds to the river front and thence west to the public grounds south of the White Hous and monument. It was specially on that account taat the park commissioners went there yesterday after-noon. The authorities of the War Department and the commissioners are in entire harmony in the consideration of a general scheme for the comprehensive development of the public park system on a scale worthy of the national capital.

(Continued from First Page.)

bor he thought the proper movement would have been for him to have gone to the west, and not to the east, as that would bring him nearer to the military base at Havana. He continued:

Havana. He continued:

"We arrived in front of the harbor at Santiago about 6 o'clock, if my memory serves me correctly. Morro was distant about six or seven miles. We continued on until about 7 o'clock, and took up our pesition for the night." He thought that the Vixen as well as the Merrimac had each blown out a manhole in one of its boilers and had machinists working in it during the night to make repairs. These two vessels remained near the flagship on account of this repair work. of this repair work.
"On the morning of the 20th I moved a little closer in."

Discovery of the Colon.

Admiral Schley then interrupted himself and said that he was going to say that on the night of the 23th signals had been made from the port, and he thought below the signal lights which afterward showed, he said, that they must have been on the Colon, as they were in the place where she was discovered afterward. She was plainly visible the next day between 1,800 and 2,000 yards in the harber. She was recognized as the Colon, he said, by her military mast and two smokestacks. Laying back of her a little to the east, he said, another ship was seen that morning which appeared to be of the Viscaya type. He said that he also saw a torpedo boat and afterward it was reported to him that two

torpedo boats were there.
"I felt satisfied," he continued, "after seeing that much of the Spanish fleet that the whole fleet was there, because I could not conceive that any commander would have detached one or two vessels. Before 8 o'clock in the morning I saw to the eastward the smoke of a steamer, which sub-sequently proved to be the St. Paul. As she approached Capt. Sigsbee came on board at my command. I told him that the Spanish squadron was really in the harbor that we had seen several of its vessels. My impression is that Capt. Cook was standing alongside and Capt. Sigsbee expressed a great deal of surprise. At all events I gave him a telegram—I do not recollect whether it was in cipher or in English-informing the department and Admiral Sampson that the enemy were in port. I think that telegram is to be found on page 479 of the appendix."

The admiral then looked up the record and read these words of the telegram: "Enemy in port, recognized by the discovery of the Colon in front of the Maria

The admiral said he was inclined afterward to believe that it was really the Mer-cedes instead of the Maria Teresa.

A number of official dispatches passing between the department, Commodore Schley and Admiral Sampson were then referred to by Admiral Schley in order to have them properly placed in the record in connection with his testimony rather than because of their relation to his own remarks. The dispatch sent by the commodore to the de-partment off Santiago, May 29, at 10 a.m., saying, "Enemy in port; recognized Colon and Teresa and two torpedo boat destroy-

ers, etc.," was read.
"This," said Admiral Schley, "I sent with
Captain Sigsbee to Mole St. Nicholas, instructing him to put the dispatch in cipher and to report his arrival there to the de partment. One copy was sent to Admiral Sampson and one to the department." Mr. Rayner: "After sending that dispatch what did you do then?"

The Plan of Blockade.

Admiral Schley-"After sending that dispatch the squadron maintained its position diana. Admiral Taylor is now on duty in in blockade off the harbor, and the formation of the fleet was in my judgment the only available plan of formation. That was to keep the squadron constantly beyond the batteries, and to that end I called all the captains on board and explained to them not only the method of blockade, but the method of attack in case the enemy should appear. The squadron was to be broadside and long friendship with Secretary Long on the channel, simply a wheel in their direction. In that case if the enemy should come out one way or the other the fleet would simply go to the right or left, to the east or west, accordingly. plan adopted was to attack the head of the column, a few guns, of course, being turned boats were to be employed as torpedo destroyers, to be protected under the lee of the larger ships, and to follow the fleet.

"The squadron then took up its position and maintained it usually during the day. The order was given to maintain at all times steam enough to get up a speed of twelve knots, and also to maintain that formation. I do not think at any time w were over five miles from the shore, and I always determined upon the position upon bearings upon the Morro itself.

"In all these matters the surf regulated me a good deal, because it was always visible from the ship. During the entire time of that blockade until the 1st of June I saw the surf every day and watched it carefully. When night came on we formed a column and steamed east and west as slowly as possible. We did not get up as much speed as some people have imagined because of the condition of the bottoms of the vessels. I know that in the case of the later period than other vessels, and I know her condition at that time. The order was given to go east and west two or two and one-half miles from Aguadores to Com-panias. Back of Santiago, like most of the ports on the southern side of Cuba, there were high hills. There was a table land 200 or 250 feet high, and back of that to the west was a peak 5,000 feet high, and to the eastward was another 4,000 feet in height, and maybe more. These peaks were used as bearings in locating our positions. turns in toward the shore. Going east we turned with the starboard helm and going west we turned with a port helm. There vas never a night that I did not look out for the picket boats before I went to bed and I always saw them. I could see the through glasses, and many times I could distinguish the outline of the land could see the Morro and the entrance to the harbor. The fact that this blockade off Cienfuegos and also the blockade off Santlago was sufficient is borne out by the fact that no vessel entered or escaped dur-

ing that time.

The Engagement of May 31. "On the 31st of May while the Brooklyn and the Marblehead and the Texas were coaling I transferred my flag to the Massachusetts and determined that I would develop the fortifications at the harbor entrance because of the opinion which we had on board from the hydrographic office, and my impression now is that this information was rather uncertain. There was a general belief that these fortifications were heavily fortified, but, in fact, we knew very little about it. In fact, we knew very little about the effectiveness of the higher power artillery either on shore or on board ships there. Feeling that I ought to know sor thing about the fortifications which defended that place, I determined to go in and take advantage of what I believed to be the longer range of our own guns and develop fully what its defenses were and in-cidentally if we could get a shot in at the Colon, which was lying exposed, to do it. "We were lying in position four or five miles to the westward of the harbor and we steamed in slowly. I transferred my flag and naming 7,000 yards as the range at which we would fire I went on board the Massachusetts. When I got on board the vessel it was near the dinner hour, and Capt. Higginson proposed postponing until 1 o'clock going in to develop the batteries, and I consented to that, and after luncheon was over we steamed in pretty nearly head on. There was not much opportunity for anybody to seek cover behind the turret unless he should go behind the protecting plate which guarded the entrance to the rear of the turret. Something has been said about the fact that we were in white clothing. I would like to call attention to the fact that that was a matter that I controlled entirely in my squadron, and white clothing was worn because it was the only suitable clothing for that region. Lieut. Sears, Lieut. Wells, Ensign McCauley and George E. Graham, correspondent of the Associated Press, went with me on the Massachusetts.
"Mr. Graham was very earnest in his

"Mr. Graham was very earnest in his wishes to accompany me, but, on my part, feeling that one not paid for fighting should not be exposed, I thought I would spare him any exposure by going on board the Massachusetts, but I consented in response to his insistence. While standing in the cabin Captain Higginson and I had a talk over the matter. I did not feel excited myself nor nervous over it, otherwise I would not have undertaken it. I had some talk with those standing on the turret about the concussion of the ship's great guns, and told them I would not take such a position of exposure. I told them, 'You are considered in the concussion of exposure. I told them, 'You are considered in the concussion of exposure. I told them, 'You are considered in the concussion of exposure. I told them, 'You are considered in the concussion of the ship's great guns, and told them I would not take such a position of exposure. I told them, 'You are considered in the concussion of the ship's great guns, and told them I would not take such a position of exposure. I told them, 'You are considered in the conversation we had at that the work to do.

He described the dropping out of the Spanish ships as they went ashore. When the first one began to lag he had the news sent down below to the men, and gave or ders that the men should be kept informed as to the result of the battle. There was great merriment and cheering every time word of a ship dropping out was given below. The range between the Brooklyn and the Oregon and ships of the Spanish fleet word of a ship dropping out was given below. The range between the Brooklyn and the Oregon and ships of the Spanish fleet word of a ship dropping out was given below to the men, and gave or ders that the men should be kept informed as to the result of the battle. There was great merriment and cheering every time.

The plan which I had adopted made the fleet more easy to handle. The ships were allowed. The ships were allowed. The ships were allowed. The ships were allowed. The ships were all

protection whatever. That is not a fact. I did not feel under any excitement. The idea of getting under any cover did not occur to me. In fact, at that distance I thought it was not necessary. But it was for them and not for myself that I spoke as I did."

"I gave the distance at 7,000 yards, but I did not measure it. Mr. Potts reported to Captain Higginson that we were on that range and never knew for a couple of days afterward that there had been any variation of ranges. The moment we opened fire with the heavier guns a signal was made by my direction from the Massachusetts for the New Orleans to engage batteries. My recollection now is that she did. But the moment we began firing the batteries to the east of the Morro and the Socana. to the east of the Morro and the Socapa opened fire. The Socapa seemed to me the only fortification that used smokeless powder. The projectiles came out bepowder. The projectiles came out beyond our ships. The guns impressed me as being of six or eight-inch caliber. Many of the shots passed over the squadron. The Vixen, lying a half mile outside the squadron, had a shot go over her. I could not determine, but I assumed that they were firing at random over the hills. But the Socapa unquestionably reached us and the shots went beyond us.

shots went beyond us. "There was no necessity of risking any battle ships under the instructions that we had received, because of the danger of oc-casioning a diminution of the force under casioning a diminution of the force under the existing circumstances. If we had lost one or two or had injured one or two of our vessels the squadron I commanded, composed then of five or six ships, would have been at very great disadvantage, and probably would have invited an attack which would have had disastrous results. In view of these facts I considered the wiser course would be to prevent such danger if possible, and to save these ships for such use as would be developed."

Dispatches From the Department. Admiral Schlev then called attention to a dispatch received by him from Secretary Long in regard to the necessity for coaling. This dispatch was read by Sigsbee May 29, having been received at Mole St. Nicholas May 27. It began as follows: "The most absolutely urgent thing now to know posi-tively whether the Spanish division is in Santiago de Cuba harbor, as if so imme-diate movement against it and the town will be made by the navy and a division of about 10,000 men of American troops, which are ready to embark, etc." The dispatch then urges Admiral Schley in regard to the necessity for coaling. He also read a dispatch from Secretary Long to himself, dated May 28, in regard to the squadron remaining at Santiago. This dispatch called upon him to ascertain immediately if the Spanish fleet was in Santiago. Schley said that he received the above

dispatch, he thought, by the Harvard on the 31st off Santiago. It was either the Harvard or one of the press boats that brought it to him. He could not be sure, as he was getting dispatches and duplicates of them. The department's dispatch of May 29 to Schley was also read and the witness said that he received it on the 31st by the Harvard. Q. (By Mr. Rayner) It is impossible for

these dispatches to have reached you on the 27th of May? A. Oh, impossible. They are dated the 29th or 30th and, of course, they could not well reach me before that.

Q. Had you at any time before these dispatches were received discovered the Spanish fleet? A. Yes, we discovered the fleet on the morning of the 29th. It was early in the morning, I think, as early as 6 or Q. When these dispatches were received

had you surmounted your difficulties about coaling? A. We had on account of the Q. Had you notified the department of

your success? A. Yes; I sent a dispatch on the 28th by the Yale. The witness read this dispatch from his letter book, which gave various information about the fleet, and suggested the sending of two more colliers. It also said that he had sent the Minneapolis to Key West.

Q. (by Mr. Rayner) Why did you send the Minneapolis to Key West? A. I sent the Minneapolis to key west: A. I sent the Minneapolis because her coal supply, I think, was in the neighborhood of 320 tons, and she signaled to me that she only had coal enough left to reach that point. In connection with this dispatch and the remarks about the capture of the collier, the Restormel, I had no idea that the fleet was in Santiago. I supposed it had gone. Where it was I did not know.

Capture of the Restormel. Q. Can you give me any information

about the Restormel? What information did you have about the Restormel? A. I had no information, except what Capt. Sigsbee com-

Q. What did Capt. Sigsbee communicate to you? A. He merely intimated that he had captured a collier with coal bound into Santiago and the fact that she had called at Porto Rico and Curacao. He sent her to Key West. He did not say he knew she was going into this port. The witness then read a letter that Cap-

tain Sigsbee had written to him at that time, dated May 26, which informed him in regard to the capture of the Restormel and other matters. This letter ended as fol-lows: "I have seen absolutely nothing of the Spanish fleet

"Now," said Admiral Schley, "that was the only information I can recall from Q. (By Mr. Rayner): This letter was delivered by Captain Sigsbee personally? A.

My impression is yes. The witness read the dispatch of May 30 from Admiral Sampson to himself, in which the admiral congratulated him on the suc-cess he had had in maintaining a close blockade, which dispatch, he said, he received the 31st.

Coaling Places Suggested. Mr. Rayner at this point asked Admiral

Schley several questions regarding the possibilities of coaling at Cape Cruz, which was shown to be 109 miles from Santiago, also Manzanillo, Tortugas and Mole St.

Cape Cruz, the admiral said, was too far away and not a desirable place to coal. All of the other places had objections also, comparatively equal strength of the two
fleets he had deemed it unwise to detach
any vessels from his fleet. If it became
necessary to coal it was his intention to
withdraw to waters outside of the marine limits.
Mr. Rayner asked where Admiral Samp-

son's fleet was located at this time, and the witness replied that it was in the cinity of Cape Francis, protecting the Ba-

In answering a question by Mr. Rayner as to how far it was to Cape Cruz from the most westerly point the ships of the flying squadron had reached in the retrograde movement, Admiral Schley stated that it was eighty miles. He said the log of the Brooklyn on her return to the blockading station after that movement showed she had steamed 27 or 28 miles. Regarding the Santiago land batteries the admiral said:

"As I was saying, the evidence shows that some of the officers who have testified in regard to these matters were mistaken. The Indiana today has a plate upon her deck showing that on the 4th of July she was struck by an 8-inch shell which wrecked her ward room. This shows that there must have been larger than 6 inch guns. There were a number of modern guns with a range covering a great dis-tance beyond us. There were not two or three, but fifty shells, or even more, went over the fleet. It was quite a lively fire for some time, and I think the memory of the gentlemen who have testified is at fault. "On the 30th, some time in the afternoon, the New Orleans, with Capt. Folger in com mand, reported to me at Santiago, having with him a collier. Capt. Folger brought directions with him to sink this collier in the channel leading into the harbor.' Admiral Schley said he understood from the explanation of Capt. Folger that it was

ter to him. We had quite a conversation in relation to this matter, and I did not understand at to this matter, and that the dispatches of the secretary, that it was intended that this passage should be blocked except in case

we were obliged to abandon the port." Opposition to Circular Blockade. Admiral Schley paid a high tribute to the ability of Capt. Folger, and told of his coming aboard of his ship, and then said: "I do not think that Capt. Folger would ever

A NOTABLE CHANGE RESUMES HIS STORY don't have to do it; I have to,' and I took my position on the platform around the conning tower. Mr. Potts is entirely in error in saying that I took advantage of any

Admiral Schievier referred to the tele-graphic instructions to examine the harpraphic instructions to examine the narbor at Guantanama and said this was
hardly possible are execution, as had been
snown later. "If I had dispatched any
vessel of my command I should have run
the risk of inviting an attack with a result which might not have been so favorable as occurred later.

Admiral Sampson's Arrival.

"On the 1st of June Admiral Sampson arrived. He brought with him the New York, Oregon any maynower. They steamed down to the westward inside of the line of the blockage. He found us at that ime in the act of making a turn. I went on board and was yery cordiany received. the admirat secured to be very state to see the. I explained the situation are the lact of the recommendation, its seek I to be very glad to mu out the situation."

Vinces and addressed the court saying: 'Il the court picase I think he is getting neyond the scope of the precept.'

Admiral Dewey— He is simply stating the report to Admiral Sampson; I walle to near 1...

aumiral Schley continued: "I handed him number of dispatches and told him of the blockade. I heard no word of complaint from him, and, in fact, in view of the telegraphic congratulations, I thought it was approved. Admiral Sampson's relations and mine were always cordial."

A word spoken in an undertone by Admiral Dewey to the witness stopped him from saying anything further regarding his relations with Admiral Sampson.

lations with Admiral Sampson.
Continuing, Admiral Schley said: "I then turned the command over to Admiral Sampson, but as a matter of fact my command was not broken up until the 18th or 19th of June, as I was still in command of the flying squadron in the blockade.
"I have no criticism to offer, but simply

a straight story to tell regarding these Mr. Rayner announced that as the battle was to be taken up next, and as it was five minutes to 1 o'clock, he would recommend that the court adjourn until the afternoon session. This action was taken.

No Session Tomorrow. At 2 o'clock court assembled, and upon

the suggestion of Capt. Lemly, the judge advocate, Admiral Dewey announced that when the court adjourned at 4 o'clock it would do so to meet again next Monday. The judge advocate made a statement in

regard to the translation of a dispatch from Commodore Schley to Admiral Sampson, This was a dispatch which, as it appears in the appendix, reads: "Shall endeavor to coal," whereas in Commodore Schley's letter book it reads: "I will endeavor to coal." This dispatch, the judge advocate said, had been incorrectly translated on the Yale but which translation applied to the translation in Admiral Schley's letter book.

Mr. Rayner then asked Admiral Schley if he had any statement to make about

coaling at Mole St. Nicholas, especially in

reference to dispatch No. 8.
"No," said Admiral Schley, "the only statement I think I ought to make is in regard to the movement west. I knew from the memorandum portion of that dispatch that Admiral Sampson was 200 miles east of Havana, and, therefore, that any movement of mine should be in the opposite direction to the westward, so that if the enemy should be found we would be in a better position for operations." better position for operations."

Movements on July 2. Q. (By Mr. Rayner): Coming down to July

2, dld you see any movements that attracted your attention in the harbor of Santiago? A. Yes; on the morning of that day the movement of the army on shore was such as to cut off the Spanish to the west of the port. They had completely or nearly completely closed in their circuit, and they began to abandon the western portion, the portion west of Santiago, and to follow up the insurgents, and on the morning of that day we bombarded the

"I understood it to be a general operation. After a bombardment of a couple of hours I do not recall on that occasion, after our withdrawal, that they fired at us as was usual after such bombardments. We took fires were observed. I think I counted six, which appeared to be blockhouses or posts that had been occupied and were burned almost immediately by following up the forces in Cuba.

forces in Cuba.

"At the same time I noticed in the harbor a good deal of smoke," he continued, "going up straight into the air apparently over the hill of Sceapa. It looked to me as if the fleet was being arranged in order within the harbor, and I was so impressed by this that I called the Vixen alongside and directed a message to be sent to the commander-in-chief that movements in the harbor looked very suspicious to me, and that message I am quite sure was answered, because we all moved in to a closer po-sition that night. On the 26th of June I had telegraphed this same information, and it was followed by an order from the com-mander-in-chief to move in, as we all did, to a closer position at night. I feel almost certain that the order was brought back to

Coupling the Engines.

"Now in connection with that same mater, he and I had quite a conversation in regard to the matter of coupling engines. He managed his ship always perfectly, and he was always a man of excellent judgment, and we agreed, after a consultation, that with all boilers we could make better speed without coupling the auxiliary engines. Another circumstance which con-trolled that matter very largely was the excessive heat in this region. It was almost unbearable. The sun shone all day upon the hulls of these vessels and converted them almost into stoves, and at night I very rarely, and I think other cers as well, went below until the land breeze came off. It coming from the mountains, and being cooler, made it more com-fortable. To couple our engines required fully an hour, if not more, on account of the peculiar coupling arrangement. The on fore they could be coupled. They were strong couplings, but were not convenient for quick work. The result of the confer ence was that we determined to trust to the single engines with all boiler power." Admiral Schley then proceeded to recount the events of July 3.

The Battle of July 3. "It was a beautiful day," he said. "There were some white clouds in the sky, and

the breeze had continued off shore for a little longer time than usual in the morn-The admiral said he had eaten his break-

fast and gone on deck and was sitting on a hatchway under an awning, which was arranged for officers' quarters, when he received word that the enemy was coming He gave the position of the various ships his squadron, and said he looked for the

New York, but she was out of sight and could not be seen with glasses. He said he made these observations to ascertain what course he should take in the battle, which he knew was dimminent. Capt. Cook renarked to him that they seemed to be commarked to him that theey seemed to be com-ing straight at thems. The admiral said he replied, "Well, go straight at them."

He said that the ships continued toward each other some little distance when he saw a movement of the forward ship, and at that time Captain₉Cook gave the order to turn the Brooklyn. "If he had not turned the Brooklyn," Admiral Schiey said, "I should have sdone so myself in a mo-

He described the turn of the Brooklyn and said he never saw a ship go around faster; that in looking at the water at her stern he thought her port engine was

He dwelt at Considerable length on this turn, saying that from the time she began the turn until its completion her helm was hard aport.

He then described the chase and his remarks during it to Capt. Cook. He said that as soon as he saw the ships he ran up the signal to close in, and this signal was

transmitted to the other ships by Capt. Cook. He remarked to Capt. Cook that he did not believe the other ships in his squad-ron would be able to keep up and that the Brooklyn would perhaps have the brunt of HAHN-SHOE-QUALITY means "BEST" always.

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Splendid leather-lined, hand-sewed welt Box Calf and Vici Kid double Sole Laced Shoes. Two of our most popular Styles.—Ordinarily sell for \$3 \$7.39 and well worth it. Special tomorrow.....

Style 418-A very nobby and well-built \$2.50 double and extension Sole Enamel leather Winter Laced Shoe .-Decidedly cheap at our regular \$ 1 .95 Special tomorrow.....

Chrome-tanned Box Calf, triple Sole Laced Shoes, with fancy, perforated vamps -made to sell for \$2.00-and should not be sold for less-but \$ 1 .45 we will let 'em go. Special tomorrow.....

Bargains for Children.

Infants' Soft and Pretty Laced, Button and Moccasin, with kid or sole leather

Guaranteed, solid sole Shoes for Boys and Girls of all Sizes .- Made of very durable Vici Kid, Box Calf and Casco Calf.—With low, medium or Spring Heels. Special tomorrow.....

Children's Genuine Vici Kid Spring Heel, Laced and Button, heavy or light soles Tomorrow 45c.

Misses' soft, Vici Kid Double-sole School and Dress Shoes, with extension, rope-stitched Soles.—P. Cox and Co.'s famous \$ 1.39 make. Sold at \$2 everywhere. Special tomorrow.....

Boys' Goodyear hand-sewed process Box Calf and Sterling Calf Double-sole Winter Shoes.—The best \$2.50 Winter Shoe \$ 1 .95 we've ever before sold.-Real swell; mannish styles. Special tomorrow...



said it was 1:30 o'clock when the last ship, Colon, hauled down her flag. He then told of how he first saw the Oregon coming through a cloud of smoke and described the work of the Brooklyn and Oregon together during the battle. other ships of his fleet were somewhat out of signaling distance behind. He gave an order to signal the Oregon to use her thir-teen-inch guns, and did not know until he

heard the testimony that this had not been Sent to Chase a Suspect.

Admiral Schley continued to relate the events of the battle of July 3, saying that he had given instructions that the Colon should be surrendered unconditionally, as he thought the commander-in-chief sh arrange the terms. He then spoke of going on the flagship New York, and being sent by the admiral, together with the Oregon, in chase of what was supposed to be an-other Spanish cruiser, but which turned out to be an Austrian ship.
"I must say," said Admiral Schley, "that I felt some delight because I thought after

the admirable work of that day part the Oregon and Brooklyn had taken in it there was not anything that carried the Spanish colors that we should have hesitated to meet."

This cruiser turned out to be an Austrian. Later he met the Iowa with Capt. Evans

Cervera was there. Hodgson Colloquy Denied. Mr. Rayner asked Admiral Schley if he had ever uttered the words attributed to him by Lieutenant Hodgson. "It is not necessary to repeat the words here," said Mr. Rayner, referring, of course, to the "D-n the Texas" state-

on board and was informed that Admiral

"No," replied Admiral Schley, "I never Washington Stock Exchange. Sales—regular call, 12 o'clock m.—United States registered 4s, 100 at 138. Chesspeake and Potomac Telephone 5s, 1,000 at 105%, 1,000 at 105%, Washington Loan and Trust Company, 1 at 174%. Lanston Monotype, 100 at 12%, 5 at 12%. American Graphophone Company com., 100 at 5%, 5 at 6%. District of Columbia Bonds.—Funding currency 3.65s, 125 bid.

Miscellaneous Bonds—Canital Traction Pailward.

District of Columbia Bonds.—Funding currency 3,65s, 125 bid.

Miscellaneous Bonds.—Capital Traction Railroad 4s, 106% bid, 108 asked. Washington Traction and Electric coll. 4½s, 67 bid, 68 asked. Washington Traction and Electric receipts, 66 bid. Metropolitan Railroad 5s, 117 bid, 120 asked. Metropolitan Railroad cert. indebt., B, 106½ bid, 108 asked. Columbia Railroad 6s, 116 bid. Columbia Railroad 2d mort. 5s, 104 bid, 108 asked. Washington Gas Company 6s, ser. A, 107 bid. Washington Gas Company 6s, ser. B, 107 bid. Washington Gas Company 6s, ser. B, 107 bid. United States Electric Light cert. indebt. 6s, 103 bid, 104 asked. Chesapeake and Potomac Telephone 5s, 105½ bid. American Security and Trust 4s, 100 bid. Washington Market Company imp. 6s, 112½ bid. Washington Market Company imp. 6s, 112½ bid. Washington Market Company properties of the company control of the contro

112½ bid. Masonic Hall Association 5s. 104 bid, 108 asked. American Graphophone deb. 5s. 90 bid, 100 asked.

Safe Deposit and Trust Companies.—National Safe Deposit and Trust, 140 bid. Washington Loan and Trust, 174 bid, 175 asked. American Security and Trust, 220 bid, 225 asked. Union Trust and Storage, 107½ bid, 108½ asked. Washington Savings Bank, 100 bid.

National Bank Stocks.—Bank of Washington, 370 bid. Metropolitan, 725 bid, 800 asked. Central, 226 bid. Farmers and Mechanics', 230 bid. Second, 168 bid. Citizens', 165 bid. Columbia, 171 bid. Capital, 150 bid, 170 asked. West End, 120 bid, 130 asked. Traders', 135 bid, 150 asked. Lincoln, 125 bid, 132 asked.

Railroad Stocks.—Capital Traction Company, 104 bid, 104% asked.

Insurance Stocks.—Firemen's, 25 bid. Franklin, 40 bid. Metropolitan, 75 bid. Corcoran, 60 bid.

bid, 104% asked.
Insurance Stocks.—Firemen's, 25 bid. Franklin, 40 bid. Metropolitan, 75 bid. Corcoran, 60 bid. Potomac, 68 bid. Arlington. 27 bid, 33 asked. German-American, 220 bid. National Union, 7 bid, 8 asked. Columbia, 10½ bid, 11 asked. Riggs, 7½ bid, 8 asked. People's, 6½ bid, 7 asked. Commercial, 4 bid, 5 asked. Colonial, 120 asked.
Title Insurance Stocks.—Real Estate Title, 85 bid, 100 asked. Columbia Title, 4½ bid, 4½ asked. Washington Title, 2½ bid, 3½ asked. District Title, 5 bid.

Another Day of Marked Irregularity in Stocks.

VERY CAUTIOUS

Good Deal of Liquidation Under

Cover of Bull Efforts.

GENERAL MARKET REPORTS

Special D'spatch to The Evening Star.

NEW YORK, October 25 .- Today's stock market reflected the same confusion of purpose and the same nervous distrust of both accounts as have characterized the trading of the last fortnight. The professional element shifted its position frequently and failed to make any positive impression on the general market.

As a result of this vacillating policy rallies and reactions succeeded each other rather rapidly and it was difficult to determine which movement had the greater force. The best opinion, however, after making proper allowances for the steady undertone at the decline is that liquidation in significant volume has been in progress. Today, for example, London sold in all about 35,000 shares of various stocks and was said to be apprehensive of the money

situation in both Europe and America. The court's sweeping decision in the Chicago tax cases was the cause of a disturbed and lower market for the local traction and gas stocks. The Ford franchise bill, if af-firmed, will add materially to the fixed charges of the companies named, and new burdens will make serious inroads upon Manhattan, Brooklyn Rapid, Metropolitar down from 1 to 2½ per cent, under selling inspired by yesterday's decision. This selling disturbed prices in all parts of the list, with the one exception of the coal stocks. It is estimated that the anthracite coal roads will increase their output about 10,-000,000 tons, and will get almost record prices, both for the product and for trans-Brokers usually acting for the experienced

First National Bank party were large bayers of Reading, one order for 25,000 shares of the common-stock being executed before noon. The demand was centered upon noon. The demand was centered up. be in an excellent position to benefit by the prevailing conditions. There is also a chance for an alliance with other coal roads which adds to the speculative value of this. property.

Erie issues were strong and the demand for them was called good, but they lagged behind Reading. Pennsylvania, Baltimore and Ohio, Delaware and Hudson and On-tario and Western all found a ready mar-During the afternoon a new demand for

revived interest in the northwestern situ Mr. Morgan's return to business next

week may be followed by some announcement as to the program to be followed in eliminating the Northern Pacific episode from the deterrent influences of the street. Rumors of closer relations between Iowa Central and Rock Island resulted in an advance in the former. In the current gos-sip rumors of this character are increasing in volume, but the unprejudiced observer of conditions finds little in the financial outlook to warrant the immediate under-

few banks at least have increased their loans to brokers suggest no material re-duction in the total money loaned. Many important things are contemplated, but an enforced patience seems to have been forced upon the banking interests charged with their successful execution

FINANCIAL AND COMMERCIAL New York Stock Market.
Furnished by W. B. Hibbs & Co., bankers and brokers, 1419 F st., members New York stock exchange, Washington stock exchange and Chicago board of trade.

Open. High Low. Close Amer Car & Foundry, pfd. Am. Sugar. 120% 120% 119% 120 Atchison ..

Chicago, R. i.a Pacific. 1433/ Chicago, R. i.a Pacific. 1433/ Chic. a G. Western 257/2 Col. Fuel and Iron 95 Consondated Gas. 2161/ Erie, 1st... General Electric... Illinois Central....

Metropolitan Traction... 1041/2
Manlattan Elevated... 1211/2
Missouri Pacific 96
M. K. A T. ofd 50 National Lead Co. New York Central
New York Central
N Y. Ontario & Western Pennsvivania R. R. Southern Railway Dfd. Texas Pacific..... Tenn. Coal and Iron.... Union Pacific. pfd......

U S Steel. pfd... Baltimore Markets.

BALTIMORE, October 25.—Flour firm, unchanged—receipts, 20,663 barrels; exports, 251 barrels. Wheat firmer—spot, she month and November, 73% a74%; December, 75a75%; steamer No. 2 red. 70% a70%; receipts, 73,674 bushels; exports, 39,648 bushels; southern by sample, 66a75; southern on grade, 70%a74%. Corn firm—mixed, spot and the month, 60a60%; year, 57%a57%; steamer mixed, 59a59%; receipts, 6,201 bushels; exports, 17,486 bushels; southern white corn, 58a60; southern yellow corn, 59a60. Onts firmer—No. 2 white, 41% bid; No. 2 mixed, 40 sales; receipts, 7,530 bushels; exports, none. Rye steady—No. 2 nearby, 55; No. 2 western, 56; receipts, 3,559 bushels; exports, none. Hay quiet—No. 1 timothy, 16,00a16,50. Grain freights duli, unchanged. Butter firm, unchanged—fancy imitation, 18a19; fancy creamery, 22a25; fancy ladle, 16a17; store packed, 18a15, Eggs firm, unchanged—large, 10%a10%; medium, 10%a11; small, 11a11%. Sugar firm, unchanged—fine and coarse granulated, 5.15. Baltimore Markets.

Grain, Provisions and Cotton Marke CHICAGO, October 25.

outlook to warrant the immediate undertaking of such enterprises.

The week's currency movement, including both subtreasury operations and the interior currency movement, reflects a loss of \$2,353,000 to the local banks. The only possible means left for strengthening the reserve is centered in the items of loans and deposits. Neither of these items suggest any encouragement. The financing of the Pocahontas coal purchase and the fact that a